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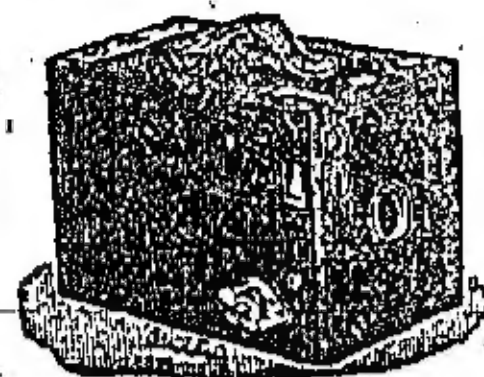
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Private Bar and Two Billiard Rooms for

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Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS. Codes: A.B.C. 5th Ed. Libby's P.O. Box, 33. Telephone No. 12.

BIRTHS.
On 8th October, at Chungking, West China, the wife of LEONARD WIGMORE, of a son.
On 11th October, at Tientsin, the wife of C. VAN HANSEN, of a daughter.
On 15th October, at Shanghai, the wife of F. C. ARMISTEAD, of a daughter.
On 18th October, at Shanghai, the wife of J. A. CHANDLER, of a son.
On 17th October, at Shanghai, the wife of P. WITKOWSKI, of a son.
On 20th October, at Shanghai, the wife of HARRY WHERRY, of the Wooning Forts Hotel, of a son.

MARRIAGES.
On 17th October, at Shanghai, THOMAS EDMUND LOWE, of the English Baptist Mission, Shanghai, to MARGARET GIBBS, of the English Baptist Mission, Shanghai.
On 17th October, at Shanghai, CHARLES CHESMAN, of the English Baptist Mission, Shanghai, to LOUISA WALSH.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, OCTOBER 26th, 1904.

The telegram from our London correspondent, which unfortunately arrived too late for publication in yesterday's issue, contains a statement which will make every Englishman's blood boil. It is quite inconceivable that the Russian Baltic Fleet (as some weak-minded and ignorant persons seem to have suggested) could have mistaken British fishing boats for Japanese destroyers unless the commanding officers were so dazed by dread and blinded by cowardice that they feared shadows. To begin with, it is impossible to imagine Japanese destroyers or warships lurking in waters twelve thousand miles from their base, and the plea that these innocent fishing craft could be mistaken for the three-funnelled snake-looking destroyers is altogether too thin to be accepted by the meanest intelligence. It is not surprising to hear that intense excitement prevails in Great Britain, nor is it astonishing to hear that Lord Lansdowne has addressed "a vigorous protest to Russia," or that the Russian Chargé d'Affaires in London has expressed regret. That is all part of the play. The object of the demonstration was, we think, in all probability to provoke the

British Government to reprisals, in the hope that France would thus be dragged into a war which the Muscovite fully has shown himself so hopelessly incompetent to prosecute successfully alone. The attempt will not succeed, for we have neither a PALMERSTON nor a BRACONSFIELD at the helm, and we are only great at vigorous protests! Time was when reprisals for such an outrage would have followed swift and sharp, and the *pourparlers* might have come later, when the infamy had been suitably punished. Other times, however, other manners. The resources of diplomacy will first be exhausted to extract satisfaction from the offender, and then, having cooled down somewhat, the British Government will have to be satisfied with an expression of regret for a mistake, which could only be supposed to exist in the mind of the Minister charged with its invention.

Whatever the issue of the incident, the lesson to be drawn from it is clear and undeniable. Russia is engaged in a deadly struggle with an antagonist she originally despised, but now finds far too strong for her raw levies and unskilled officers to tackle, and feeling that the loss of prestige involved in confessing defeat and making peace would be too great for her pride to endure, she is very willing to sacrifice her national honour in order by any means to drag into the war her confiding ally. This is not the first effort of the kind made by Russia, and the fact cannot fail to have been observed by the French Government. Indeed it is not too much to believe that the rendition of the *Malacca* was only brought about by the refusal of the French to recognise its legitimacy, as they had evidently refused to be drawn into a conflict in which they had no interest, and an issue the justice of which they could not accept. This later attempt to involve them in a disastrous war should give President LOUBET cause for consideration. France has, it is true, concluded an alliance with Russia for political reasons, foremost of which is the desire to maintain the *status quo* in Europe. But that alliance, valuable as it may have proved—or may be thought to have proved—to France, may be purchased at too dear a cost. A Power like France would naturally be loth to repudiate an alliance when her ally was in rather sore straits; but nothing can justify Russia—not even her semi-barbarism—for using dishonourable devices in order to plunge France in a war which would not only be repugnant to her feelings, but also calculated to lead to widespread disaster. In this case we hold that France would be justified, politically and morally, in terminating an alliance which has always been one-sided and has now become treacherous. If such a step were taken it would, we think, be applauded by at least the greater portion of the world, and we should not be surprised if the British Government, departing from its older policy of isolation, did not volunteer to create a new Anglo-French alliance for the preservation of the peace of Europe, which while threatening no one would be a guarantee against aggressive designs on the part of Russia, and better ensure the object so many great European statesmen have for the past half century laboured to secure.

A sale of work in aid of the C. M. S. Baxter schools will be held in the City Hall next Tuesday afternoon.

The scale of charges arranged for the Chinese Engineering and Mining Company's Chinwang-tao wharf are advertised to-day.

Orders have been issued from Peking to the various provinces to consider and report on the best way to revive the Chinese navy.

Great complaint is made about the military police in Peking that though they parade the streets at night and blow bugles they never catch any thieves and bad characters.

Mr. J. W. Jameson, the well-known salvage expert, leaves for the north by the N.D.L. s.s. *Prinz Regent Luitpold* to see about salvage prospects in the Gulf of Pechili and at Port Arthur.

An important notice to mariners regarding the removal of the light marking the northern side of the channel through the Bridge Barrier on the Canton river is published in our advertising columns. It is stated that the site formerly marked by the light is now free from dangers.

A petition presented to the Court for confirming a special resolution reducing the capital of the San Hing Steam Boat Co., Ltd., from \$100,000 to \$80,000 is directed to be heard before the Chief Justice on the 1st November, at 11 a.m. Creditors desiring to oppose the making of an order for the reduction of the capital should send particulars of claim to Messrs. Denny and Bowley and appear at the time of hearing, either by himself or his counsel, to oppose.

Zetland Lodge holds its regular meeting at Freemasons' Hall next Tuesday evening, at 8.30 for 9 p.m.

Mr. Sorabjee Dhunjibhoy Setna, in our advertising columns, thanks the many sympathisers who have expressed condolence at the sad demise of his father, Mr. Dhunjibhoy Curesetjee Setna, of Bombay.

It is advertised that, for the convenience of gentlemen desirous of joining the Volunteer Reserve Association, lists for signature are deposited at the Hongkong Hotel, Kowloon Hotel, Hongkong Club, Messrs. Kelly and Walsh, Ltd., and Messrs. Watson and Co., Kowloon.

The capital for the long talked of Government paper mills is said to be nearly raised, and if the Peking shares are allotted, and if everything else is favourable, some steps will be taken says the *Peking Times*, in the 10th moon, if possible.

Two of the leaders of the rioters in Kiangsi who recently stole arms and ammunition from the Imperial troops have been caught, and in their possession were found flags with various inscriptions, among them being "Kill the foreigners and Christians and help China."

The difference between Counts Matsukata and Inouye and Baron Ito has been settled through the good offices of Marquis Ito and Yamagata. The *Nishi Nishi* is now practically the organ of the Mitsui Bishi family, which has long dreamed of an Ito-Okuma coalition.

The *Chefoo Daily News* is keeping up its agitation in favour of the establishment of an International Settlement at that port. Petitions in favour of the proposal have already been sent to Peking by the American, British, German, and Italian residents, and it is expected that petitions from other nationalities will follow. The Japanese Consul is stated to be heartily in favour of the movement, and announces that he was among the first of the local Consuls to write to Peking on the subject. The *Chefoo Daily News* says: "Everybody in Chefoo desires the Settlement, and the matter while moving slowly, is surely coming to an issue. There seems to be no dissension from the opinion that if there is a unanimity of action on the part of the various nationalities residing and doing business in Chefoo, the Settlement may be successfully pulled through."

The first quarterly issue of Rosenstock's Manila City Directory is an ambitious publication which should meet an undoubted want felt not only by those living in the chief city of the Philippines, but also by the outside world which has business interests in Manila. It is an extension of the old Business Directory, and it comprises lists of all American, European, and the principal Filipino and Chinese firms in Manila, together with the names of residents, general information of importance to Americans and foreigners concerning Manila, in particular and the Philippines generally, besides a handy street directory. The work of preparing such a compendium of information can scarcely be appreciated by the man-in-the-street; the care and trouble necessary to ensure accuracy combined with comprehensiveness are beyond estimation. But in this Directory every page bears evidence of the energy and "push" which have been expended in compiling it. The very fact that it is to be revised, brought up to date and published, quarterly indicates the scope of the publishers and their efforts are well worthy of recognition by the business community of Manila and by those houses in Shanghai, Hongkong, and Singapore which have dealings with the colony. In a short preface, the publishers set forth their aims, and in a burst of enthusiasm cry to their subscribers, "Let us all pull for Manila, the future trade centre of the Orient," which of course is a very proper sentiment. Altogether the new Directory is a decided advance on its predecessors and should enjoy a large circulation. It is published by the "Bulletin" Publishing Company.

"THAT HONGKONG CIGAR FACTORY."

The Manila *Cablenews* will just have to worry along. The Estrella Preciosa factory at Hongkong is here to stay it seems, and is doing well, although at present it has only forty hands making cigars. There is no false pretence about its advertising matter. It did move over from Manila, and brought its forty Filipinos with it, for exactly the reasons given in the price list. With regard to Chinese capital, the manager, interviewed, was not a bit ashamed. "The *Cablenews* is right," he said. "We have some Chinese capital, and we're glad of it. We know as much about Manila as the *Cablenews* knows; more, if the *Cablenews* does not know that at least 75 per cent. of all tobacco grown in the Philippines is controlled by the Chinese in Manila. Our consumption is only a drop in the bucket of the leaf market."

FOOTBALL.

Yesterday's six-a-side match, Williams' team v. Sandford's team, resulted in a win for the former by 4-1.

A Rugby match will be played this afternoon between the Club and a Naval V.I. Kick-off 4.30 p.m. The Club's team is as follows:—J. A. F. Bourchier, back; A. W. Maddaford, J. P. Jordan, A. O. Lang and A. S. Kempthorne, three-quarters; J. Clark and A. G. M. Fletcher, half-backs; H. C. Sandford, P. W. Goldring, E. R. Halifax, A. Boyd, M. R. Storer, J. Hanson, K. A. Scanders and H. F. Chard, forwards.

TELEGRAMS.

[REUTER'S SERVICE.]

CHURCH AND STATE IN FRANCE.

LONDON, 23rd October.
At a debate in the French Chamber on the religious policy of the Government, M. Combes declared, that in view of the open disregard of the Vatican for the Concord, the separation of the Church and State had become inevitable. The Chamber passed a vote of confidence in the Government by 325 to 237.

THE GOVERNOR DINES ON THE "MONTCAIRM."

An interesting function took place on Monday night on board the *Montcairn*, the flagship of Vice-Admiral Charles Bayle, commanding the French squadron which has been lying in Hongkong harbour during the last few days.

The French commander and officers of the squadron entertained H.E. the Governor, Sir Matthew Nathan, K.C.M.G., and a select party composed of representatives of the navy, army and civil service in Hongkong, to dinner on board the flag-ship. Among those present besides Sir Matthew Nathan were Vice-Admiral Sir Gerard Noel, Commander-in-Chief of H.B.M. squadron in China and Japan, Sir Henry Berkeley, Acting Chief Justice, Lady Berkeley and the Misses Berkeley, M. Gaeton Liebert, French Consul at Hongkong, and Mme. Liebert, Colonel L. F. Brown, R.E., commanding the troops in Hongkong, Commodore Dicken, the Hon. F. H. May, C.M.G., Colonial Secretary, and Mrs. May, Baron de Reinach de Werth, commander of the *Pistoleto*, and Baroness de Reinach de Werth, M. Bridon, acting agent of the Messageries Maritimes Co., and Mme. Bridon, and officers from the British navy and army stationed at Hongkong. During dinner the band of the *Montcairn* played selections of music.

After dinner Vice-Admiral Bayle expressed the thanks of the French squadron to Sir Matthew Nathan, the officers of the British navy and army, and the people of Hongkong for the kind reception which had been accorded the officers and men of the French navy in the Far East. He then gave the toast of "The King," which was cordially pledged, the band playing the National Anthem.

No other toasts were proposed. The company adjourned to the upper deck of the flag-ship, where a pleasant hour was whiled away, the band giving selections of French popular music. The function ended shortly after ten o'clock.

Yesterday the French squadron proceeded to Macao with the object of paying an official visit to his Excellency the Governor of Macao. Vice-Admiral Bayle was escorted by the torpedo-destroyers—*Pistoleto*, *Mouquet*, *Fronde*, and *Javeline*. Accompanying the commander were M. Gaston Liebert, French Consul, and Mme. Liebert, as well as Baroness de Reinach de Werth. It is understood that there will be a state dinner at Macao in honour of the French squadron's visit, and that a ball will be given at the Macao Club.

HONGKONG VOLUNTEERS.

Favoured by delightful weather, the members of the Hongkong Volunteer Corps are thoroughly enjoying their outing at Stonecutter's Island. Yesterday the usual morning and evening drills were carried out, and although there is still room for improvement it is satisfactory to notice how the men are quickening to the commands. To-day, it is probable that Colonel Kent, of the Royal Artillery, will visit the camp and inspect the work of the H.K.V.A. Orders were given yesterday to erect targets for the big guns, and firing will commence about 6 a.m. Yesterday, the men practised at the fifteen pounders with blank shot, the object being to ascertain the rapidity with which the guns could be loaded and fired. It is stated that the operations were carried through in remarkably good time. No complaints of any sort are heard from the volunteers, a minority of whom are spending a pleasant time during the day in roaming from end to end of the island. So far the camping arrangements have proved extremely satisfactory.

THE ALTERATION OF LOCAL TIME.

We have received from the Colonial Secretary for publication the following copy of a letter from His Excellency the Governor of Macao to the Governor, in connection with the proposed alteration of the time of this Colony to that of 120 deg. East Longitude which is to take place on Sunday next:—

[Translation.]

Governor of Hong Kong, Macao, 32nd October, 1904.
Sir, I have the honour to acknowledge the receipt of the Despatch in which Your Excellency was pleased to communicate to me that on the 30th instant the time of 120 deg. East Longitude will be adopted in Hongkong, and to inform Your Excellency that on the same day the time in question shall also be put into execution in this Colony by an advance over the present time of 25 min. 50 sec.

God help Your Excellency,
(Sd.) MARTINO MONTENEGRO,
Governor.

His Excellency

The Governor of

Hongkong.

We are further desired to make it known that the change will be effected by firing the midday gun and by the dropping of the Ball at 25 min. 15 sec. before noon instead of at 12 o'clock.

The *Shooting Times* publishes the following recipe for cooking carp:—"Clean the fish nicely, let it dry for two days in the sun. Nail the fish to a pine board, cover with salt, and after standing for two days longer, put it in the oven and bake slowly for six hours. Then draw the nails out, throw the carp away, and eat the nails and board."

THE WAR.

[“DAILY PRESS” SERVICE.]

THE RUSSIAN BALTIC FLEET.

FIRING ON BRITISH TRAWLERS.

INTENSE EXCITEMENT IN ENGLAND.

LONDON, 24th October.

The Russian Baltic Fleet on Saturday morning fired for twenty minutes at a fishing fleet out from Hull.

One trawler was sunk, others were damaged, and one is missing. Two fishermen were killed and others wounded.

The Russians proceeded without attempting to rescue, or reporting the matter.

It is supposed that the Fleet mistook the fishing boats for Japanese destroyers and were panic-stricken.

At the request of the Foreign Office and the Admiralty the survivors have arrived in London to-day.

Intense excitement prevails in England.

The Fleet passed Dover on Sunday morning.

They are reported to be coaling at Cherbourg.

[Delayed in Transmission.]

LATER.
Lord Lansdowne, Secretary of State for Foreign Affairs, has addressed a vigorous protest to Russia, and the Russian Chargé d'Affaires in London has expressed regret.

THE "ALLANTON" RELEASED.

LONDON, 24th October.

The Court of Appeal at St. Petersburg has released the British steamer *Allanton* and her cargo of coal which were condemned by the Prize Court at Vladivostok some months ago.

[The circumstances of the seizure of the *Allanton* were briefly as follows:—Prior to the outbreak of war she was chartered to convey a cargo of coal from Cardiff to Hongkong or Sasebo. She discharged the cargo at Sasebo a ter hostilities had commenced and was then chartered to carry part of a cargo of 50,000 tons of coal from Musoman to Singapore for a British firm. A day or two after starting on the voyage to Singapore she was overhauled by Russian warships and taken to Vladivostok. In less than a fortnight she was condemned by the Prize Court, although her papers were in perfect order, on the supposition that she was proceeding with contraband to a Japanese or Korean port. The curious reasons for the finding were discussed in a leading article in the *Daily Press* of the 3rd inst.]

[JAPANESE OFFICIAL DESPATCH.]

JAPANESE LOSSES.

Tokyo, 25th October.

Our total casualties at the Shabo battle up to 25th inst. were 15,879, including officers.

[REUTER'S SERVICE.]

THE FATAL BALTIC FLEET.

LONDON, 23rd October.

The Russian Baltic fleet in the North Sea has fired on the trawling fleet, sinking two, killing two men, and wounding many.

LATER.

The Russian Baltic fleet passed Dover yesterday afternoon going westward. It is rumoured that it ran down and sank two Hull fishing smacks in the North Sea, drowning eighteen fishermen.

RUSSIAN REINFORCEMENTS.

LONDON, 23rd October.

A St. Petersburg ukase calls out for immediate active service the reserves in 120 military districts hitherto untouched.

[From Northern Papers.]

THE JAPANESE MISHAP.

Tokyo, 18th October.

A Russian attack in the Pingtaite direction has been repulsed. There is no material change in front of Generals Kuroki and Nomu.

A mixed Brigade under Major-General Yamada which was on its way retiring after operations north of Shahopao was surrounded by one Russian division on the night of the 16th inst., and compelled to leave nine field guns and five mountain guns, all the horses being killed.

The enemy in front of General Oku are halting in their previous position with an increased force, and are continuing unimportant fighting. General Oku's casualties on the 16th were one thousand.

VISCOUNT HAYASHI ON THE SITUATION.

LONDON, 18th October.

Viscount Hayashi, Japanese Minister, in an interview with Reuter's representative, said it is not for Japan to judge if the time has come to discuss peace. That rests with the Tsar. There is nothing, he said, to prevent continuous fighting through the winter. The next point of real importance will be the taking of Tieling, and then nothing can prevent the Japanese advance on Harbin.

PORT ARTHUR'S FALL AGAIN FIXED.

Tokyo, 17th October.

There is a reliable consensus of opinion here that the fate of Port Arthur will be settled within a fortnight.
The Japanese high-angled fire is being directed from balloons.

THE PLAN THAT FAILED.

Tokyo, 20th October.

The critics agree that General Kuropatkin in his self-confidence intended to crush Kuroki in the mountainous districts while half his army were engaging the Japanese left; and subsequently the two armies were to unite and cut off the Japanese retreat toward Liaoyang; but the plan failed completely.

THE USE OF HAND GRENADES.

Tokyo, 10th October.

The Russians in their fear of the Japanese onset have been recently using bombs, causing no small damage to the Japanese infantry.

ILLEGITIMATE DISGUISES.

Tokyo, 19th October.

Japan has asked the United States to call the attention of St. Petersburg to the attacks by Russians disguised as Chinamen, which is a defiance of the international regulations for land warfare.

A DEED OF MERCY.

Tokyo, 19th October.

Japan has released from the prison at Matsuyama the paymaster of the Russian cruiser *Zurik*, a man seventy years of age.

RECENT PROGRESS AT PORT ARTHUR.

Tokyo, 20th October.

A leading paper here has received the following Chefoo telegram:—

The besieging army has recently made steady progress. On the 9th (or 11th) inst. the Russians made a counter-attack on a ditch made by the Japanese at the foot of Erlungshan, but the Japanese, on the contrary, stormed a Russian entrenchment on another side of the same hill and occupied it. By this the railway bridge and an eminence towards the front has fallen into Japanese hands. This eminence is situated at a distance of only 480 metres from Erlungshan, and it is said that it will become hereafter one of the utmost strategic value. The Japanese casualties at that time did not exceed fifty.

At about 10 a.m. on the 12th inst. seven Russian destroyers came out of the harbour and were followed by two other destroyers after a few minutes. They proceeded to near Hsiao-ling-tao and attacked the flank of the Japanese troops, but they hurriedly fled into the harbour when the Japanese fleet made an appearance. The latter pursued them for about an hour, and after pressing them to the entrance retired.

Ten of the big Japanese shells fired on the 12th hit the Russian fleet in the harbour. A gunboat was struck by three shells, one of them demolished a funnel, and another the engine room. The *Gilyak*, which was at first lying in the eastern basin, has been obliged by the furious Japanese fire to remove to the western basin and take shelter under the Wei-yuan fort.

The Russians very often counter-attacked the Japanese defence works, but each time failed. The cannonading which is heard daily is mainly firing by the Russians, who are trying to hinder the Japanese defence works. Before noon of the 16th inst., four Russian destroyers came out of the harbour, but soon retired.

Canton, 20th October.

Arrivals from Mynan-cheng report that the Japanese are stationed at Soichiatun, about nine miles west of Port Arthur. About a month ago the Japanese occupied Tenghuataishan, two miles east of the above place, and placed seven additional guns, and they are now exchanging a furious fire with the Liaotian fort on the top of Huashan, about one mile and a half from Yang-touyao. On the 16th the Japanese occupied Taliuhiatun, four miles north-west of Port Arthur, and the Russians retired to an eminence on the front of Tsingling, but the former have not made there their position so far. On the 16th a Japanese shell struck the *Payan* and inflicted enormous damage. The Japanese casualties were heavy in July and August, but recently have become very few.

JAPANESE CONTROL IN COREA.

Tokyo, 20th October.

The Japanese headquarters in Corea have notified that mining and lumbering operations in Corea must henceforth be authorised by them, as a gathering of many people is apt to be detrimental to the tranquillity of the country, and indirectly to affect military operations.

NATIVE STORY OF PORT ARTHUR.

Three native copper-smiths who left Port Arthur at the beginning of this month by fishing boat for Chefoo and arrived at Shanghai by a steamer from Chefoo, report as follows:—The ammunition factory was situated at the Dook originally, but during the last month it was destroyed by Japanese projectiles and burnt to the ground, and now a new ammunition factory has been established under Golden Hill.

The soldiers desire to surrender. A Russian prince every day except Sunday makes a speech to encourage the soldiers which always alludes to the fact that Japan is only a small country, and though Japan might gain victories for a time yet it is nothing for Russia, and that General Kuropatkin is coming to rescue the Russian garrison in Port Arthur while the Baltic fleet will soon come to Port Arthur, and that if the

Russian garrison holds the stronghold they will be highly rewarded, etc.

There is only one warship in Port Arthur fit for action and the rest are all badly damaged. The arms and ammunition as well as men have been looted. On one occasion the Russian squadron tried to effect a sortie, but failed, and the naval men are now assisting in land defence.

Provisions and vegetables have been carried into Port Arthur from Kiaochow at first by native junk, but it is now stopped. One egg now costs one cent, chicken three taels, one piece of pork twenty cents, but these are now almost finished.

The Russian authorities now stopped any person entering the fortress so as check spies, and the dealers of vegetables wear copper badges to show that they are genuine dealers.

The Russians do not allow men inside the fortress to go out.

The coppermiths got out by taking an oath that they would not say anything about the military affairs. Eight came out together.

The Russian garrison does not number more than ten thousand, though they pretend to have sixty thousand.

There are eleven bars in Port Arthur, but as the Russian officers do not allow the soldiers to drink all the bars have now closed their doors.

THE LILLIPUTIAN OPERA COMPANY.

The visit of the Pollard's Lilliputian Opera Company to Hongkong ended last night, when the second performance of "The Lady Slavey" was given. As might have been anticipated, there was a crowded audience, who thoroughly enjoyed the histrionic efforts of the gifted juveniles, and the performance proceeded with a swing and sprightliness that proved exceedingly pleasant. "The Lady Slavey" may not be one of the brightest of the long list of musical comedy creations, but it is sufficiently lively and vigorous to charm and entertain the jaded worker in these sub-tropical regions. Some of the original songs had been dropped out, their places being taken by ditties of a more topical and up-to-date character, and the little singers secured the hearty applause of an appreciative audience. The Lilliputians have established their reputation in the East, and it may be sufficient to say that last night they maintained the standard of ability and excellence which theatre-goers have come to expect of them. As mentioned yesterday, it was at first intended to give another performance of the popular "Gaiety Girl" to-night, but that arrangement had to be cancelled owing to the departure of the Company for Shanghai. It is to be hoped, however, that the Lilliputians will revisit Hongkong at an early date.

THE METHODS OF EXTENDING BUSINESS IN CHINA.

The British Consul at Canton in his report for 1903 remarks:—"I am constantly the recipient of admirable price lists and descriptive catalogues from British firms at home, which I endeavour to place to the best advantage of the senders. But in nine cases out of ten I feel the futility of this method of extending business in China. Such lists and catalogues being only in English can only be made known by the agency of British firms on the spot, and they, as a rule, have neither the special knowledge nor the staff to enable them to do this with practical effect. For instance, a firm of machine makers sent me not long ago an elaborate illustrated pamphlet, which would be sufficient perhaps to assist a European merchant, with expert knowledge, to extend that line of business. In Canton there are no machinery experts amongst the British merchants, and even if there were, the first step they would naturally take would be to ask the home firm to send out some working specimens of the machines to show to Chinese. It cannot be too thoroughly understood by such manufacturers that almost their only hope of establishing a footing is to send out qualified representatives with working specimens. The creation of a paying market in any novelty is a tedious process in China, and the local British merchant will not attempt the task without more inducement than a catalogue. A commercial friend, the leading representative of an old firm of standing, has pointed out to me a difficulty which actually occurred to him in such a case. He was prepared after some trouble and enquiry to risk capital and effort in pushing the sales of a British manufacturing firm, but he wished to make it one of the conditions of his assistance that he should be the sole agent in China for the purpose for a specified period. This was refused, and those were, as I believe, still unrepresented in the Chinese market. Yet it would seem only reasonable that if a local merchant succeeds in making a market for special wares he should be allowed a fair enjoyment of it and not be liable to displacement by the home manufacturers for any reason and at any moment. It is all a matter of terms, no doubt, but the impression left on my mind by the facts of the case I have mentioned was that the home manufacturers did not attach sufficient value to the advantages which in China arise from the machinery of an established firm with a well-known 'shop' and a wide connection. For such they must be prepared to pay more than for similar advantages in Europe."

SERIOUS ACCIDENT IN THE HARBOUR.

When the s.s. *Kiang Tai* arrived from Canton yesterday, and was making fast to her buoy opposite the Harbour Office, a serious accident occurred. One of her bows had been lowered to assist in making the cable fast to the moorings, when several launches towing cargo-boats came alongside, before the ship had made fast. The boat was jammed against the ship's side, and smashed. One of the crew was killed and two others injured. Six or seven launch crewmen and several cargo-boat men were arrested. An enquiry will probably be held to-day.

DAILY MAILER.

It must be nice to write for the *Daily Mail*. Mr. Edmund Candler's description of a visit to "the great Buddhist Cathedral in Lhasa" is quoted as "a wonderfully vivid account," in which "the strange, mystical atmosphere of the place, the barbaric melodies, and the abominations of devil-worship are conveyed with striking realism and power."

Mr. Candler himself dallies with a lengthy introduction before getting to work on his "striking realism." Even in Tibet, the trees wear "autumn tints," and breezes "stir the poplars" in the same old way. There is even a rainbow which hangs "like a nimbus."

When the "striking realism" begins, we find Candler and three other brutes pushing their way, armed with revolvers, into the Cathedral while service is going on. The "clashing" and "beating" and "blowing" is described. The Salvation Army does that, too, and the Missions. Then a chant begins, the voices being "at once unnatural and impressive." That exactly fits the voice ecclesiastical at home, except that it isn't always impressive. "The voice of the thousand monks is like the drone of some subterranean monster, musically plaintive—the voice of the Earth God praying for release to the God of the Skies."

That's fine writing, but where did Candler first hear a subterranean monster? Mr. Candler's mention of the quietness reigning in another temple is headed "uncanny silence." No one spoke or whispered. Footsteps were noiseless. "Centuries ago this service was ordained, and the intervals appointed to further the pursuit of the truth through silence and abstraction. The monks sat there quiet as stone. They had seen us, but they were seemingly oblivious."

What were they expected to do? If a *Daily Mail* correspondent wandered into St. Paul's during service, the "uncanny silence" would hit him, no one would speak or whisper (even at sight of such a momentous intrusion), and the officiating clergy would seem "oblivious," just as they do in Tibet. Service with the *Daily Mail* tends to too much egotism. Mr. Candler tends to betray his anxiety to be regarded by the Buddhist priests in a true light.

"One wondered, were they pursuing the truth or were they petrified by ritual and routine? Did they regard us as non-material reflexes of the 'unsubstantial and illusory passing shadows' of the world cast upon them by an instant's illusion, to pass away again into the unreal, while they were absorbed in the contemplation of changeless and universal truths? Or were we noted as food for gossip and criticism when their self-imposed ordeal was done?" It is probable he was regarded as a very material reflection of a substantial and unmanly world. "Thank God I am not a lama!" said a subaltern to Candler. There is already a story in the Bible of a man who thanked God that he wasn't somebody else. The Serior didn't seem to think much of that man either.

Our Mission to Tibet in the interests of trade. We hope that won't be forgotten, and that the same reverence will be shown for the Lhasa religion that we claim for our own.

It may be useful to quote here some remarks that appeared in the *Standard*, over the signature of Arthur Davenport. "The secret of governing is to foresee. If you will look at page 124 of 'China's Millions' for the present month (September, 1904), you will see that prayer is made that 'God will use this Mission to break down the barriers which Tibet has erected against the truth, and commence an era which shall see Buddhism give way to Christianity. Not a few missionaries have been patiently labouring on the borders of the country for many years. May their prayers now be answered with an open door!'"

Now, everyone who has resided at Yatung knows that the Lamas are acquainted with the localities where these male and female miscreants reside, and have made up their minds at all hazards to keep them out. Want of courage and determination is not a defect of their character, so that as soon as these missionaries are allowed access to their country we shall hear the same disheartening tales (as in China) of "missionary disturbances," as they are quaintly termed in our Blue-books; viz. outrages, murders, massacres, and the like, without any complacent Mandarins to pay indemnities, and also to inflict punishments on any innocent or guilty persons unlucky enough to fall into their clutches. Consequently the Indian Government will be compelled to embark in frequent punitive expeditions, which will gradually, but yet necessarily, estrange not only the Lamas, but the whole of the patriotic people of Tibet.

You must not be misled by the present friendly attitude of the natives in Lhasa. As a case in point, I may mention that when our Treaty was signed in 1860, the people of Tientsin, in like manner, sucked in their breath, turned up their right thumbs, and expressed their sincere hope that they had become our subjects; very disappointed were they when I explained that such could not be the case. Soon came floods of missionaries to the town, and in the course of ten short years a complete revolution of feeling took place, resulting in the Tientsin Massacres of 1870.

Again, in little over ten years from the opening of the ports in 1842, a native disciple of an American missionary, named Roberts, started the Tai Ping Rebellion, which shook the Empire to its foundations. In the second volume of his autobiography, Lord Wolsey refers, in guarded terms, to this missionary, who explained to him that he enjoyed the rank of a Marquis. I may add that, shortly afterwards, the Tai Pings stripped him of all his booty, when he fled for refuge on board a British gun vessel (I think, her late Majesty's ship *Nimrod*), off Nanjing.

Further, you must bear in mind that these missionaries waiting outside Tibet are not all British; many are American and Continental citizens, not subject to British law in Tibet, Tibet not being British territory. To suppose, for example, that the missionaries of the Church Catholic, Apostolic and Roman will submit to the destruction of their property and the murder of their priests and nuns without exacting the infliction of condign punishment on the offenders and the payment of heavy indemnities by someone or other would be to know them very badly. In the Far East, as you doubtless recollect, they are no longer under the firm, discriminating protection of France; the connection between the action of the Mailed Fist at Kiao Chow and the present war in Manchuria is, or should be, a matter of common knowledge.

I have taken the liberty of drawing your attention to this grave question because your organ has far greater influence with the missionary circles than any other British periodical; and I feel sure that on reflection you will perceive the extreme gravity of the case, and appreciate the calamities which will inevitably ensue should the missionaries be thoughtlessly and carelessly permitted to invade Tibet, in the absence of any previously arranged system of supervision and control. As the Chinese proverb says, "He who will not concern himself about what is distant will find sorrow approach near."

I may add that I have written on this Far East Missionary Question at some length in a book recently published by Mr. Fisher Unwin, entitled "China from Within: a Study of Opium Fallacies and Missionary Mistakes."

JAPANESE AS EXECUTIONERS.

The following appeared in the anti-Japanese *China Review*, dated Seoul, October 1st, and said to be from that journal's own correspondent:—

With steady tramp, left, right, left, right, the band marched on relentlessly to the execution ground. In their midst, three ricksha coolies dragged the prospective victims to their doom. Blindfolded, bewildered, hardly realising that a foolish, childish freak was to cost them their lives, Kim seung-sam, Yi-choon-keun and An-soon-so were hurried to an early death.

Briefly related, their story was as follows:— These three men, poor farmers, owned a plot of land. This land lay on the path of the Seoul-Wiju railroad and the Japanese wanted that land. They got it, and in due course paid the price to the authorities. But Kim, Yi and An never saw that money. It lines some magisterial pocket. They appealed to the authorities. What use in this land where "king squeeze" holds sway?

Then they made the mistake which cost them their lives.

They removed a rail from the track as a protest.

Not many hours elapsed before they were brought up before a board of enquiry on the charge of railroad wrecking. Anyone familiar with the ways of Japanese court-martials will know that it was not many hours before they were condemned to death.

And here the essence of refined cruelty and I think, barbarity is not too hard word to use—commenced. The public, through the means of the press, a Japanese Government organ, were informed of the impending execution and invited to attend; a photographer was informed of the coming event by a Japanese commission officer, and finally, the relatives were brought to look on at their loved ones suffering.

And why? Why this publicity, this torture? As a warning to evil-doers, I suppose, but how unnecessary!

Brought to a standstill at their journey's end the rickshas drew up in a favourable position, while the guard and inquisitive blood-thirsty Japanese civilians posed to the camera. Two pictures were taken before the victims were removed from their rickshas and the bandages removed from their eyes.

I have pictures before me, which tell of how they paid a fearful farewell to their relatives and were marched to crucifixes, where their arms, throats, and ankles bound to these rough, wooden crosses, they awaited the end.

Nine men stepped forward at the word of command and commenced to load; the camera flared brightly.

A shriek, a commotion in the crowd and Kim's aged mother was seen attempting to reach her son's side and die with him, but strong arms held her back.

The camera flared moved into better position, and the officer in command gave an order, the nine executioners stepped forward to 40 paces from the condemned, and in a kneeling position awaiting the final command; the camera flared coolly snapped another of these testimonies to the brutality of the performance.

"Fire!" and nine bullets crashed into three quivering bodies. An army doctor walked quickly up to the bodies and examined them. One was dead, he decided; the other two yet lived. The firing commenced again. In all, 7 shots were poured into one of the poor creatures. The camera flared's work here now testifies to shocking marksmanship. One man's stomach was torn away, no single shot having touched an actually vital place. He died from the tearing away of his intestines, his heart and brain were untouched. Slaughter-house horrors are infinitely less revolting than was this butchery.

The firing squad formed up and joined the main guard, the crowd of onlookers reluctantly dispersed, and the camera flared went home to develop his plates, which now show the world how the enlightened Japanese conduct a twentieth century execution.

As a voucher of the truth of the story, I enclose the photograph, which shows the victims after the doctor's final examination.

POLICE COURT.

Tuesday, 25th October.

BEFORE MR. H. H. J. GOMPERTZ (ACTING FIRST MAGISTRATE).

SEA CAPTAINS FINED.

The captains of the German steamers *Segovia* and *Nemantia* were fined \$25 each for taking up wrong berths in the harbour.

STOLEN PROPERTY.

A marine hawkster was charged with receiving 12 brass registers, property stolen from the Kowloon Torpedo Depot.

STOWAWAYS.

Two unemployed seamen were charged with stowing away on the *Kentmore*. The men were discovered on the day after leaving Hongkong, and the s.s. *Telenachus*, inward bound, was requested to take them back to Hongkong. One man was sentenced to six weeks' hard labour and the other to 14 days' hard labour.

BEFORE MR. J. H. KEMP (ACTING SECOND MAGISTRATE).

CASE DISMISSED.

The Chinese doctor charged on Monday with obtaining money by false pretences was discharged.

ALLEGED KIDNAPING AND ABETTING.

The Chinese steward of the s.s. *On Sang* was charged with aiding and abetting 22 stowaways from Kutchinetsu to Hongkong. The case was remanded, the defendant being allowed bail in the sum of \$500. The 20 Japanese women and two men were also charged, and the case being remanded, bail was allowed the men in the sum of \$500 each, women \$50 each.

WOUNDING A CONSTABLE.

Thacker Sing, the Indian who attacked Constable Ryan with a sword, was sentenced to three months' hard labour, and the sword was confiscated.

MARINE COURT.

Tuesday, 25th October.

BEFORE HON. CAPT. BARNES-LAWRENCE, R.N. (MARINE MAGISTRATE).

A COLLISION.

An enquiry was held into the circumstances connected with a collision between a coaling tug and a stone boat.

The coaling tug (No. C 410) was found to be in fault for not having kept out of the way. The Chinese coxswain in giving evidence with the obvious intention of misleading contradicted himself. His certificate was suspended for two months.

SHANGHAI ST. ANDREW'S SOCIETY.

The annual meeting of the St. Andrew's Society of Shanghai was held on the 17th inst. The Vice-President, Mr. W. A. C. Murray, was in the chair. There was a large attendance of members. It was stated that the membership had increased during the year; \$1,300 had been expended in relieving deserving cases. One member observed that men of the beachcomber class were on the increase all along the China coast, and it would be well for the committee to exercise great caution in making grants other than to benefit widows and orphans. It was decided that St. Andrew's Day should be celebrated with a ball. The following were elected the Committee of the Society for the ensuing year:—Messrs. Brodie A. Clarke, S. Groundwater, W. S. Burns, R. D. Watt, W. C. Murray, E. F. Mackay, John Frendie, W. E. Inglis, J. D. Smart, W. B. Byers, Henry Keswick, Jas. Christie, Jas. McKie, H. J. Clark, C. W. Ure, and W. D. Graham. Mr. James McKie was elected President and Mr. E. F. Mackay vice-president.

CRICKET.

SHANGHAI TEAM SELECTED.

The team which will represent Shanghai at Hongkong was definitely settled on the 19th inst. The following are the selected players:—Messrs. G. C. Dow, J. Duncan, C. C. Duncan, O. V. Lanning, V. H. Lanning, W. H. Moule, H. R. Parkes, F. W. Potter, all of the Cricket Club; and Messrs. W. J. Turnbull, S. Wallace, and T. Wallace, of the Recreation Club. The reservemen are Mr. A. J. H. Moule, of the Cricket Club. Mr. F. Rayden will be the scorer.

A meeting of members of Kowloon Cricket Club will be held in the Seamen's Institute, Kowloon, to-day at 9 p.m., for the purpose of electing officers and passing the rules, etc.

LATEST STEAMER MOVEMENTS.

The P.M. steamer *Siberia*, with mails, &c., from San Francisco to the 7th Oct. via Honolulu, leaves Yokohama for this port via Kobe, &c., this morning, the 26th Oct.

The A.A. steamer *Kish*, from New York left Singapore on the 23rd Oct. for Manila, and is due here on the 7th Nov.

The Boston Tow Boat Co.'s steamer *Lynx* left Manila on the 24th Oct., and may be expected here to-day.

The Indo-China steamer *Laisney* left Calcutta for this port via the Straits on the 22nd Oct., and may be expected here on the 7th Nov.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 25th at 11.35 a.m. The barometer has risen slightly in S. China and in Formosa, and fallen in the Yangtze valley and in the Philippines.

Gradients are moderate over the China Coast and moderate to fresh monsoon will continue in the Formosa Channel and over the greater part of the China Sea.

Forecast:—Fresh E. to N.E. winds, fine.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

LONG, HING & CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Choo).

Hongkong, 8th August, 1904.

DR. WESTWATER.

One of the heroes of the current war is undoubtedly Dr. Westwater of Liaoyang; and the following tribute by R. T. Turley of Brighton, which appeared in the *Times*, is therefore of interest:

Dr. Westwater, after a distinguished career at Edinburgh, went to China over 20 years ago with his cousin, a clerical missionary who lost his life by famine fever when labouring for the starving people in 1887.

Dr. Westwater opened a dispensary in Liaoyang about this time and gradually won his way in this then very anti-European city. During the great famine of the winter 1891, which succeeded the floods of the previous summer, he did, with others, an enormous work, supported by the generous gifts of the foreigners on the China coast and the Mansion House funds. Hundreds of sick were saved in his hospital.

In 1894 the anti-foreign feeling was again strong, and his colleague, the Rev. J. A. Wylie, was cruelly murdered in the main street of the city. The fine hospital was, however, saved by a friendly Chinese mandarin.

In 1900 the Boxers were very powerful in Liaoyang. Dr. Westwater narrowly escaped with his life; his hospital, house, and everything were utterly destroyed. His devoted wife died shortly after her flight to Japan. Nothing daunted, Dr. Westwater, after her funeral, sent his little boys to Scotland and returned himself to Port Arthur, where he met Mr. Alexandrovsky, the director of the Russian Red Cross Society, who accepted gladly his free services and attached him to the field hospital under the Countess Ignatieff, who speaks English well. The counters and the English doctor together did magnificent service amongst the sick and wounded, and the doctor, by his knowledge of Chinese, saved many innocent natives when falsely accused by the Chinese interpreters in Russian employ.

After the battles of Pa-kwei-kou and Sha Ho-Pu, where the Russians suffered badly from muzzled Chinese batteries and soldiers hidden in the tall millet, the Russians advanced on Liaoyang city, which closed its gates and defied them. Nothing was left for the Russians but to shell the town, which the kind-hearted commander was reluctant to do. The natives, mistaking the Russians, refused to surrender when Dr. Westwater went forward under fire and got into touch with them. He was recognised, and great was the surprise, as he appeared as one who was supposed to be dead, or at least bent on revenge. He gave his word that if the gates were opened the town would be spared and no one punished. His promise was accepted, the Russians marched in, perfect order was maintained, and Liaoyang flourished, the natives declaring that the English doctor saved their city and its people.

Dr. Westwater recently married again a lady who had done medical service in South Africa, and together with their colleagues, Mr. and Mrs. Macnaughten—both of whom have had medical training—have remained in Liaoyang in charge of Russian wounded, and more especially of the Chinese sick and injured. In Liaoyang, as in other cities, the British missionaries, by remaining at their posts, have done immense service in calming the people, supporting and advising the native authorities by wise counsels to keep order, thus allaying panic and much loss and suffering. In Liaoyang, as elsewhere, especially Ying-kow, the British missionaries have been entrusted by southern Chinese merchants to administer funds for native refugees.

Dr. Westwater did much to help in the saving of Mukden city when the Russians found it in the hands of the mob and the thousands of disbanded Chinese and Manchurian soldiers. He was largely instrumental in securing the peace of Mukden and making it, with Liaoyang, a haven of refuge after the Boxer time, as he inspired the confidence of the native guilds of merchants who under the Russians managed as a provisional government to keep order. His advice was sought and followed by the Russians, who were thus enabled to win the confidence of the better and law-abiding natives. The Imperial Manchian Tombs and the Palace were saved and guarded by General Tseretpisky, who depended much on Dr. Westwater. Later, in recognition of his services, the native guilds of Liaoyang presented him with some fine testimonials and the Emperor of Russia gave him a beautiful gold watch, duly inscribed, thanking him for his services.

Mr. Macnaughten, a Scotsman who knows no fear, was one of the volunteers who, in 1900, rode from Newchwang to Hsuyen at great risk to rescue a Danish missionary and his wife. As honorary interpreter he did much towards the trade of Newchwang when he accompanied Colonel Genke and rescued thousands of junks which had been held for weeks by robbers.

For kissing in public, William Todd and Mrs. Mary Fisher have been fined in the Kansas City Police Court. It seems inconsistent to have fined them publicly.

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[61-9]

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Hongkong, 21st September, 1903. [2276]

THE RAILWAY QUESTION IN CHINA.

The Shanghai Correspondent of the Times, in the course of a long letter, says: It is evident that in any Russo-Japanese treaty or international agreement which may be made upon the conclusion of the present war, diplomacy will concern itself chiefly with the future of China, of her territory and administration. As Sir Robert Hart has pointed out in his recent memorandum on the revenue of the Empire, everything at the close of the war will depend upon whether China is in a position to secure for herself a hearing or whether she will simply have to obey orders. The only class in China that has made any effort to avoid the latter contingency are the Hunanese, and their methods, unfortunately, are the outcome of conservatism based on profound ignorance. Nevertheless, crude as those attempts have been, the Hunanese party deserves credit for not restricting its energies to the utterance of Confucian maxims and for taking some definite action to protect the empire's interests.

The important matter of State railways and mines. The Hunanese attitude, now as heretofore, is "China for the Chinese," and exclusion of foreign interference, even in the shape of capital. Their suggestions are, in fact, at least they appreciate the fact that so long as foreigners in China enjoy privileges of extra territoriality, railways under the present undiluted control of "earth-lunging" Powers must be a source of grave danger to the State. For this reason they oppose the construction of a Franco-Belgian trunk railway through Hunan, and insist either on the maintenance of the line as a bona fide American undertaking or on cancelling the Washington contract. Indications are not lacking of a similar state of public opinion, though without organized expression, in other directions; and if the Chinese Government should thereby be induced, with the consent of the Powers interested, to place the whole question of railway control upon a new basis, protecting and maintaining the Emperor's sovereign rights, the results would be of incalculable benefit to China and to the civilized world. This new basis would involve an international agreement such as that of the "open door," and it would commence with the Manchurian and Shantung railway systems; it would include, not only the undeveloped British concessions of the Yangtze provinces, but the Franco-Belgian Luhan and Honan lines and the recent French concession for railways to the capitals of Shensi and Yunnan. The Chinese see clearly that in all these so-called State undertakings the right of control by extra-territorialized foreigners must, under existing conditions, lead sooner or later to protection by armed force of the interests thus created; and in the case of the railways thus controlled by Powers whose land frontiers march with those of China the step from such protection to annexation of territory has been shown to be an easy one. Therefore the native Press at the treaty ports and patriotic Chinese wherever they are to be found throughout the country, aroused at this late date to the danger of conquest by railway, are urging on the Government the advisability of a new and more enlightened policy; and the significance of this fact deserves to be appreciated in the Chancelleries of Europe and Washington as well as at Peking.

In a recent article I have described the position of affairs in regard to Belgian control of the southern trunk line (Hankow-Canton). The issue of that important question is still undecided. In the meanwhile, the negotiations which commenced in 1898 for the construction of the railway to connect Shanghai, Su-chau, and Nanking have at last been concluded, and the work will shortly be commenced by a British syndicate.

In November, 1898, Sir Claude MacDonald, then British Minister at Peking, desiring to reassure Lord Charles Beresford in regard to railway concessions in China and our position in regard thereto, as compared with that of other nations, drew up a lengthy memorandum, which was subsequently published (Blue-book: China, No. 1 of 1899). Reading this remarkable document to-day, one is as much impressed by the successes at our expense which have since been quietly achieved by the diplomacy of our rivals as by the internal evidence which the document itself contains of our failure to recognize the objects and methods of that diplomacy. One passage quoted at random from the summary of "concessions other than British" affords a striking illustration of the contrast between promise and achievement, besides showing in the clearest possible manner the results to be expected under such conditions. Sir Claude wrote:—

"The Russo-Chinese Bank has signed a contract for the construction of a branch line from Tai-yuen-fu to connect with the Luhan trunk line near Cheng-ting. Length, approximately, 130 miles. They have, up to date, been unable to raise money for this line. I think it very possible that it will eventually be built by an Anglo-Russian syndicate. I am trying to arrange this. [Originally a British concession, it became Russian by agreement between the Peking Syndicate and the Russian Bank (April, 1898), and is now being built with French capital as a French undertaking.]

There is hardly a paragraph throughout the entire report which does not contain similar expressions of a sanguine satisfaction which, however legitimate it may have been at the time, has now become pathetic in the face of actual facts. To anyone who desires an epitome of the failures of British policy in China I can recommend nothing more instructive than this document.

The net result of the "battle of concessions" up to November 26th, 1898, was summarised by the British Minister as follows:—

Nationality.	No. of lines.	Total length in miles.	Remarks.
British ...	9	2,800	Including Hankow-Canton and Yunnan-Yangtze Railways.
Russian ...	3	1,330	Including Manchurian Railway (from Stretensk to Vladivostok.)
German ...	2	720	
Belgian ...	3	650	
French ...	3	420	
American ...	1	300	

(Half interests are reckoned at half the estimated length of line.)

Such was the promise of 1898. How has it been fulfilled up to date? British-controlled railways in existence at this moment show a total of 570 miles; the construction of another 180 miles is likely to be undertaken this year.

The 2,800 miles of prospective British railways to which Sir Claude MacDonald and the British Government referred with pardonable pride in 1898, and for some time thereafter, were:—

1. The Northern Railway, Peking via Tientsin to Newchwang—500 miles.
2. The Peking Syndicate's line from its Shensi mines to Wei-hui—250 miles.
3. Half of the Anglo-German line from Tientsin to Chinkiang—300 miles.
4. Shanghai-Nanking line—180 miles.

5. Shanghai-Nanking extension, Pukou to Shyang in Honan—270 miles.

6. The Suchau-Ningpo line, via Hangchow—200 miles.

7. The Kowloon-Canton line—100 miles.

8. Half of the Anglo-American Hankow-Canton line—300 miles.

9. Burma to Yangtze line—700 miles.

The Northern Railway (already working over a distance of 300 miles in 1899) and the Peking Syndicate's short coal-transport line from the Shansi mines to Wei-hui are the only "going concerns" to our credit to-day. It should be particularly noted that the extension and maintenance of the Northern Railway, certainly the most important factor in maintaining our position, and indirectly that of the Chinese Government in North China, was rendered possible by the fact that the British Government in the policy of other Powers as to "take note of the binding engagement on the part of the Chinese Government." It may be useful to reproduce here the text of the Foreign Office despatch in which is recorded an historical departure from the traditions of the timid policy to which we have since returned:—

Foreign Office to Manager of Hongkong and Shanghai Bank, London.

January 26, 1899.

Sir,—On the 20th ult. you were informed by this Department that her Majesty's Minister at Peking had received on December 24 from the Tsun-Hi-Yamen the assurance that none of the railway lines named in the contract for the loan to be made by the British and Chinese Corporation to the Chinese Imperial Railway Administration shall be alienated to any foreign Power.

I am now directed by the Marquis of Salisbury to inform you that in the special circumstances of the case her Majesty's Government consent to take note of this promise as a binding engagement on the part of the Chinese Government.

I am further to state that you are authorised to announce in the prospectus of the loan that the loan has been arranged with the knowledge of her Majesty's Government.

I am, sir, your most obedient, humble servant

T. H. SANDERSON.

Herein the littlest Englander could find no momentary plodding of the nation's credit, nor the most sensitive Chancellor of the Exchequer could it appear a danger to the Empire; it was admitted even then that railways in China were generally remunerative investments on their merits. Nevertheless, the far-reaching and fortunate results of this unimpeachable support have been sufficiently conspicuous. But for that support it is, to say the least, highly improbable that Russia would ever have relaxed the grip she had secured of the Northern Railway south as well as north of the Great Wall under cover of the Boxer movement. It is I believe, the still-accepted formula that the credit of the British Government may not be extended to protect private enterprise, and especially beyond the limits of the King's dominions. The question is too wide a one for discussion here; but to the plain man it would seem that if, in striking the nation's balance-sheet, it be shown that our trading and other rights over land a continent can be preserved by guaranteeing the construction and working of a British-controlled railway, the advantages of such action unmeasurably outweigh its possible risks. This is the policy, the successful policy, of our rivals. If it be said that such national guarantees should not be used for the benefit of private individuals or companies, the natural reply suggests itself:—

"Such and such a concession has been given by China under pressure of demands by the British Government; therefore throw it open to competition by British companies, and let the result be a British national undertaking, on Chinese territory for the necessary protection of our commercial interests therein." Surely there is something parous in a policy which insists on such concessions being granted to Great Britain and then fails to maintain them as national undertakings? It remains for the British people to decide whether the safeguarding of the Chinese Empire and of our trade therein, the protection of our Burma-India frontier, and the opening up of its communications with the Yangtze Valley are matters worth striving for; if they are, the sooner such decision is made effective the better.

When Sir Ernest Satow returned to Peking from leave in August, 1903, Lord Lansdowne stated that he came back with fuller powers and a definite policy with regard to the railway question; yet the situation has by no means improved, and of any British policy such as that of which the action of the Foreign Office in 1899 seemed to be an earnest there has been no further sign.

To return to Sir Claude MacDonald's railway "bag" of 1898. Of his nine "concessions" one only, the Peking-Tientsin-Newchwang line, is working as a British-controlled railway to-day. In May, 1902, I gave a summary of the position of the others. It is interesting to review the situation after another two years:—

1. The Peking Syndicate's line from its Shansi mines to the Yangtze.

This has been systematically blocked by the Chinese Government on the ground of its alleged competition with the Luhan traffic, obstruction supported by French and Belgian Legations and by the Russo-Chinese Bank. The potential value of this syndicate's original concession was enormous, commercially as well as politically, but, as I stated on August 17th, 1898, "the value of its mining rights must depend to a very great extent upon the firmness or complaisance which may hereafter be shown by her Majesty's Government, not only in dealing with the Chinese, but with those Powers whose evident object it is to close the door on every kind of British enterprise. Since that date no firmness has been displayed in either direction, and the position of this syndicate, vitally affecting British interests throughout the North Yangtze provinces, might have been by this time very unenviable, had it not been for Russia's more urgent affairs in Manchuria.

In a telegram of June 28, 1903, the Times Peking Correspondent gave a résumé of the syndicate's negotiations, since which date they have not materially altered. At an interview which took place in January of this year between the syndicate's representative (Mr. George Jamieson, C.M.G.) and Sheng T'ai-jen the latter restated, with the utmost composure, conditions which the Legation and the syndicate declined to consider in 1901. Mr. Jamieson has been politely referred from the Chinese Foreign Office to Sheng, in a matter which for the past three years, in a matter which for a Belgian company would have been settled in a week.

2. Half of the Anglo-German line, Tientsin to Chinkiang.

This has dwindled to a third—say, 200 miles—as the result of our recognition of the door closed by Germany in Shantung province. There appears to be no immediate prospect of construction, and the British concessionaires are content to await the result of the German negotiations with the Viceroy Yuan Shih-kai. All parties have been marking time for the past three years.

3. The Shanghai-Suchau-Nanking line.

This is one of the railways controlled under pressure by China in 1898 as an unalienable British undertaking. Five years after signature of the preliminary agreement a final contract was

made in July last between the British and Chinese Corporation and Sheng T'ai-jen for construction of the line, the Corporation binding itself to provide capital amounting to £2,250,000 and to commence work within one year. Much difficulty appears to have been experienced in finding the money, and in the meanwhile further negotiations became necessary in regard to financial and engineering details; the good faith of Sheng was questionable throughout, and latterly, when the funds were forthcoming upon his own terms, his attitude was so unmistakably obstructive that a strong remonstrance by the British Minister became necessary. This was effective; the requisite authority for the issue of the bonds by the Chinese Minister in London has now been given, and it may therefore be expected that work will shortly be commenced. This result, after so long a period of inactivity, is a matter for congratulation. The Nanking railway is regarded by experts as the most valuable concession of its kind in China; its construction and control in British hands are essential to the protection of our predominant interests at Shanghai and on the Yangtze, and it may reasonably be assumed that its financial results will before long lead to investment of British capital in other Chinese railways.

5 and 6. Extension of the Shanghai-Nanking system to Sir-yang in Honan and Hang-chau in Chekiang.

The Chinese, with some justification, have declined to discuss final agreements for these British concessions until the British and Chinese Corporation (which holds them) shall have given proof of good faith by providing the capital for the Nanking line. Chinese opinion on this subject has been freely expressed, concerning with that of Lord Percy, that it is not fitting that England should "pile up concessions on paper" and do nothing to develop them, but it is realized in China more clearly than in Downing Street that without the British Government there is not much chance for the private capitalist to make these British concessions effective. One result of our policy in this matter has recently been shown in the attempt of certain of the provincial gentry of Chekiang to forestall the British railway to Hang-chau by obtaining the Imperial sanction for a line to be built with German capital. German official support of this proposal has not been of a demonstrative nature—it could not well be so without

principle of "economic and geographical position in Shantung"—but German diplomacy is not always demonstrative. Apart, however, from German intrigues, the Chinese undoubtedly find in the purposeless drift of British policy a valid excuse for their action.

7. The Kowloon (Hongkong)-Canton line.

A valuable concession for a short line—partly through British territory—in thickly populated country. Public opinion in Hongkong has been gathering weight for the past two years, and now expresses itself strongly to the effect that the needs of the colony demand the immediate construction of this railway. The Colonial Government has offered to guarantee 3 per cent. on the cost of construction for five years, and it is probable that, with the arrival of the new Governor, Sir Matthew Nathan, the matter will be energetically taken up. It would serve us good purpose to discuss the causes which have contributed to defer the undertaking, obviously necessary to the future prosperity of the colony; the late Governor, Sir Henry Blake, observed in his farewell speech that the delay was "little short of a scandal," and public opinion in the south supports his opinion. The lamentable results of the delay can best be estimated in connexion with the great trunk line of which the Kowloon (Hongkong)-Canton line would be the natural prolongation.

8. Half of the "Anglo-American" Hankow-Canton line.

I have already shown in an earlier letter how completely any British interest that ever existed in this most important trunk line has evaporated, and how Belgium and those who stand behind Belgium in this matter have worked to eliminate the American interest as well.

9. Line from Burma to the Yangtze. As a matter of practical politics, this may be written off the list. The surveys made in 1897-1900 between Kunlong Ferry and Yunnan-fu, and thence to Shifu on the Yangtze, showed that although the construction of such a line would not offer insuperable difficulties, yet as a purely commercial and private enterprise its prospects would not be tempting.

And so the proud list of British concessions in 1898 for railways covering 2,800 miles reads to-day as follows:—

British railways in use, 570 miles.
 Peking-Nanking line, say, 500 miles.
 Peking syndicate's Wei-hui line, say, 60 miles.

British railways in process:
 One-third of Tientsin-Chinkiang line, 200 miles.
 Shanghai-Nanking line, 180 miles.
 Shanghai-Nanking line extension, 470 miles.

Canton-Kowloon line, 100 miles.

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S. MINAMI, Manager, Hongkong.

QUAN WAH & CO.
 GRANITE AND MARBLE MERCHANTS, EXPORTERS AND CONTRACTORS.
 Sole Agents of
QUAN TAI & CO., Lime Manufacturers.
 All descriptions of
 GRANITE AND MARBLE FOR EXPORT.
 Dealers in
 GRANITE and MARBLE MONUMENTS
 Prices & Estimates on Application.
 No. 1, QUEEN'S ROAD EAST.
 Hongkong, 17th October, 1899. [2458]

THE HONGKONG STEAM WATER BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.
 Call Flag W.
 J. W. KEW, Manager,
 1st Floor, 37, Connaught Road
 Hongkong, 13th June, 1903.

SHIPPING.

ARRIVALS.
 CHANGCHOW, British str., 1,205, Monkanah, 25th Oct.,—Wuh and Chikiang 24th Oct., General.—Dutfield & Swire.
 HUB, French str., 705, Gedinah, 25th Oct.,—Haiphong via Ports 24th Oct., General.—A. R. Marly.
 KWANTAI, Chinese str., 1,536, Wm. H. Laut, 25th Oct.,—Canton 24th Oct., General.—Chinese.
 MERSPO, Chinese str., 1,321, J. Whitlaw, 24th Oct.,—Shanghai 21st Oct., General.—Chinese.
 OSCAR II., Norwegian str., 2,000, B. Olson, 25th Oct.,—Moj, 19th Oct., Coal.—M. B. Kaisha.
 PRINZ REGENT LUITPOLD, German str., H. Kitchner, Bremen and Singapore 21st Oct., Mails and General.—Melchers & Co.
 ZAFIRO, British str., 1,611, R. Rodger, 24th Oct.,—Manila 22nd Oct., General.—Showan, Tones & Co.
 ZIETEN, German str., 4,988, T. von Binger, 24th Oct.,—Yokohama 15th Oct., Mails and General.—Melchers & Co.

DEPARTURES.
 25th October.
 An Plo, British str., for Swatow.
 Branthide, German str., for Bangkok.
 Esang, British str., for Canton.
 Forest Dale, British str., for Samarang.
 Segovia, German str., for Yokohama.
 Shantung, British str., for Hongkong.
 Triumph, German str., for Swatow.

DEPARTURES.
 25th October.
 ABERDEEN, German str., for Haiphong.
 BIANCA, German str., for Singapore.
 CHENSHANG, British str., for Chiao.
 CHUANG, British str., for Canton.
 FRODE, French torpedo boat, for Canton.
 HATTAN, British str., for Coast Ports.
 JAVELINE, French torpedo boat, for Canton.
 MERSPO, Chinese str., for Canton.
 MOUSQUET, French torpedo boat, for Canton.
 PRUSSIAN, British str., for London.
 PISIOLET, French torpedo boat, for Canton.
 SAMSEN, German str., for Swatow.
 TEAN, British str., for Manila.
 WADROA, British str., for Amoy.

VESSLS IN DOCK.
 25th October.

ABERDEEN DOCKS.
 Kowloon Dock.—U.S.S. Pathfinder, Lika, U.S.S. Decatur, U.S.S. Fathomer, U.S.S. Bainbridge, U.S.S. Chauncey, H.L.G.M.S. Hawa, Sikh, Situan.
 COSMOPOLITAN DOCK.—Derwent, Chaudary Sefala.

VESSLS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.
 NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ REGENT LUITPOLD."

Captain H. Kitchner, due here with the outward German Mail about WEDNESDAY A.M., will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 24th October, 1904.

NIPPON YUSEN KAISHA.

FOR MARSEILLES AND LONDON, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

THE Bucknall Line Steamship

"BAROTSE."

Captain A. Lee, will be despatched as above TOMORROW, the 27th inst., at DAYLIGHT.

For Freight, apply to A. S. MIHARA, Agent.

Hongkong, 17th October, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE."

Captain P. T. Helms, will be despatched for the above ports on WEDNESDAY, the 10th November, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 18th October, 1904.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."

951 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD., No. 147, Connaught Road Central.

Hongkong, 15th March, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, as to OVERLAND POINTS IN THE UNITED STATES

and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE, as hitherto, by the steamers of the NORTHERN PACIFIC CO.'S, BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO., and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	MALACCA	Brit. str.	A. F. Street	P. & O. S. N. Co.	To-morrow, Noon.
LONDON, &c. VIA PORTS OF CALL.	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	5th Nov., Noon.
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.	McIntosh	BUTTERFIELD & SWIRE	About 19th Nov.
LONDON & ANTWERP	BENALDER	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	22nd Nov.
LONDON, AMSTERDAM & ANTWERP	JASON	Brit. str.	T. G. Steeves	BUTTERFIELD & SWIRE	To-morrow, D'light
MARSEILLES & LONDON, VIA SINGAPORE, &c.	BAROTSE	Brit. str.	A. Lee	NIPPON YUSEN KAISHA	5th Nov., Noon.
MARSEILLES & LONDON	ULYSSES	Brit. str.	F. von Binger	BUTTERFIELD & SWIRE	To-day, Noon.
BREMEN, VIA PORTS OF CALL	ZIETEN	Ger. str.	F. von Binger	MELCHERS & CO.	4th Nov.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	19th Nov.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Madson	HAMBURG-AMERIKA LINIE	29th Nov.
HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	Schoenfeld	HAMBURG-AMERIKA LINIE	13th Dec.
HAVRE & HAMBURG	ARMENIA	Ger. str.	Forst	HAMBURG-AMERIKA LINIE	27th Dec.
HAVRE & HAMBURG	C. FERD. LAEISZ	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	11th Jan.
TRIESTE, &c. VIA SINGAPORE, &c.	TRIESTE	Aus. str.	Mistorigo	SANDER, WIELER & CO.	28th inst. P.M.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	E. Day	BUTTERFIELD & SWIRE	32nd Nov.
NEW YORK, VIA PORTS & SUEZ CANAL	KENNEBEC	Brit. str.	St. Hugo	STANDARD OIL CO.	About 12th Nov.
NEW YORK, VIA PORTS & SUEZ CANAL	ST. HUGO	Brit. str.	St. Hugo	DODWELL & CO., LTD.	About 25th Nov.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	F. N. Evans	CANADIAN PACIFIC R. CO.	2nd Nov.
VANCOUVER, VIA SHANGHAI, &c.	E. OF INDIA	Brit. str.	G. V. Williams	CANADIAN PACIFIC R. CO.	16th Nov.
VICTORIA (B.C.) & TACOMA VIA JAPAN	LYRA	Brit. str.	G. V. Williams	DODWELL & CO., LIMITED	23rd inst.
VICTORIA (B.C.) & SEATTLE VIA N'AKI, &c.	YANGTSE	Brit. str.	Brehmer	PORTLAND & ASIATIC CO.	1st Nov.
PORTLAND, OREGON	NUMANTIA	Brit. str.	L. Dawson	PORTLAND & ASIATIC CO.	To-morrow.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	P. T. Helms	BUTTERFIELD & SWIRE	16th Nov., Noon.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	P. T. Helms	GIBB, LIVINGSTON & CO.	About 29th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CYLLON	Brit. str.	C. F. Lockstone	P. & O. S. N. Co.	29th inst., 4 P.M.
KOBE	TSINAN	Brit. str.	W. B. Brown	BUTTERFIELD & SWIRE	29th inst., 4 P.M.
TIENSIN	ESANG	Brit. str.	Tuobin	JARDINE, MATHESON & CO.	28th inst.
CHEFOO & NEWCHANG	PASHOIT	Brit. str.	H. Kitchner	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	P. R. LUTPOLD	Ger. str.	P. R. LUTPOLD	JARDINE, MATHESON & CO.	28th inst., 4 P.M.
SHANGHAI, MOJI & KOBE	CHOSANG	Brit. str.	F. B. Ferguson	P. & O. S. N. Co.	About 29th inst.
SHANGHAI	BANCA	Brit. str.	H. W. Kenrick	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	WOOSUNG	Brit. str.	H. W. Kenrick	P. & O. S. N. Co.	About 4th Nov.
SHANGHAI	CHUSAN	Brit. str.	H. W. Kenrick	BUTTERFIELD & SWIRE	3rd Nov.
SHANGHAI	WAMPOA	Brit. str.	Finlayson	BUTTERFIELD & SWIRE	To-day, 4 P.M.
SHANGHAI	KAIFONG	Brit. str.	Finlayson	BUTTERFIELD & SWIRE	30th inst., D'light.
SHANGHAI	M. STREVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	6th Nov., D'light.
SHANGHAI	FRITHJOFF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	2nd Nov., D'light.
SHANGHAI	PROVIDENCE	Jap. str.	C. Cornelissen	BUTTERFIELD & SWIRE	4th Nov.
SHANGHAI	KANSU	Brit. str.	Meyrick	JARDINE, MATHESON & CO.	To-day, 10 A.M.
SHANGHAI	YUNSHANG	Brit. str.	R. Rodger	SHAWAN, TONES & CO.	29th inst., 10 A.M.
SHANGHAI	ZAFIRO	Brit. str.	R. W. Almond	SHAWAN, TONES & CO.	5th Nov., 10 A.M.
SHANGHAI	RUBI	Brit. str.	T. W. Garlick	DODWELL & CO., LD.	About 2nd Jan.
SHANGHAI	TREMONT	Brit. str.	T. W. Garlick	JARDINE, MATHESON & CO.	To-morrow, 3 P.M.
SHANGHAI	KUSANG	Brit. str.	Buller	JARDINE, MATHESON & CO.	To-morrow, 3 P.M.

SINGAPORE, PENANG & CALCUTTA

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRITISH, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE"

Captain Mistrorigo, will be despatched as above on FRIDAY, the 28th inst., P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes Buildings.

Hongkong, 4th October, 1904.

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

THE Steamship

"KENNEBEC"

will be despatched as above on or about the 12th November.

For Freight or further information, apply to

STANDARD OIL COMPANY OF NEW YORK.

Oriental Freight Department.

Hongkong, 14th October, 1904.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER."

Captain McIntosh, will be despatched as above on or about the 19th November.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd October, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays, at 8.30 A.M.; Departs from Macao on Week Days at 2 P.M. and on Sundays at 6.30 P.M.

FARE—(week days) 1st Class (including cabin and servant), single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be on Excursion, at the following rates:

1st and 2nd Class Single Ticket \$1, Return \$2. 3rd Class Single 30 cents, Return 50 cents, Stevedore 10 cents.

Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.

First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.

2nd Floor, 16, Victoria Street.

Hongkong, 7th October, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

Captain E. J. Page, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class ... \$3.00 for Single journey

2nd ... 1.50

Months ... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.

No. 216, Wing Lok Street.

Hongkong, 27th February, 1904.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Express" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 10 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 2nd Nov.

R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 16th Nov.

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 14th Dec.

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 28th Dec.

R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 11th Jan.

Hongkong to London, 1st Class ... via St. Lawrence 200 ... via New York 262.

Intermediate on Steamers, ... 240. ... 242.

and 1st Class Rail ... }

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. W. CRADDOCK, Acting General Agent

9, Collyer Street

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR CONNECTION WITH THE

OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP

"NUMANTIA" 4,370 Tons. Brehmer. October 27th, 1904.

"ARABIA" 4,483 Tons. Babie. November 19th, 1904.

"ARAGONIA" 5,188 Tons. Schult. December 18th, 1904.

"NICOMEDIA" 4,370 Tons. Wagner. January 9th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th October, 1904.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN. FOR. SAILING DATE.

ZAFIRO 2540 R. Rodger Manila Sat., 29th Oct., 10 A.M.

RUBI 2540 R. W. Almond Manila Sat., 5th Nov., 10 A.M.

For Freight or Passage apply to

SHEWAN, TONES & CO., GENERAL MANAGERS.

Hongkong, 25th October, 1904.

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS LEAVING

TAMSU, VIA SWATOW "M. STREVE" SUNDAY, 30th Oct., at Daylight.

ANPING, VIA SWATOW "PROVIDENCE" WEDNESDAY, 2nd Nov., at Daylight.

TAMSU, VIA SWATOW "FRITHJOFF" SUNDAY, 6th Nov., at Daylight.

On account of the present state of political affairs, all the Company's new

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"PYRRHUS"	On 25th October
GLASGOW and LIVERPOOL...	"YANGTZE"	On 27th October
GLASGOW and LIVERPOOL...	"DARDANUS"	On 5th November
GLASGOW and LIVERPOOL...	"NINGHLOW"	On 11th November

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES and LONDON...	"ULYSSES"	On 5th Nov., Noon.
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 12th November.
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"YANGTZE"	On 1st November.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th October, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, MANILA, CEBU and ILOILO...	"KAIFONG"	On 26th October, 4 P.M.
SHANGHAI and NEWCHANG	"WUJONG"	On 27th October.
CHEFOO and NEWCHANG	"PAKHAI"	On 28th October.
PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 29th October.
KOBE	"TSINAN"	On 29th October, 4 P.M.
NINGPO and SHANGHAI	"WHAMPOA"	On 3rd November.
SWATOW and CHEFOO	"KANSU"	On 4th November.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th October, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
* MANILA VIA AMOI	"YUENSANG"	Wednes., 26th Oct., 10 A.M.
* SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Thurs., 27th Oct., 3 P.M.
† SHANGHAI	"CHOYSANG"	Friday, 28th Oct., 4 P.M.
TIENTSIN	"ESANG"	Satur., 29th Oct., 4 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to—
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 26th October, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks—

S.S.	Captain
"SWANLEY"	Captain J. P. Dawson.
"COURTNEY"	Captain J. W. Martin.
"CANBURY"	Captain W. E. Steele.
"S.S. 'IRKAL'"	Captain A. Jennings.
"S.S. 'ASCOT'"	Captain C. E. Cox.
"S.S. 'TWEEDDALE'"	Captain T. M. Milne.
"S.S. 'LOTHIAN'"	Captain J. C. Williamson.
"S.S. 'INKUM'"	Captain E. S. Pearce.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 27th September, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDERRANNEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

"COROMANDEL"
Captain G. M. Montford, R.N., carrying His Majesty's Mail, will be despatched from this Port on SATURDAY, the 5th November, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Oceana," 6,610 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt," due in London on the 18th December, 1904.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 24th October, 1904.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
PROPOSED SAILINGS FROM HONGKONG.
1904.

"ST. HUGO" ... 25th Nov.
"SHIMOSA" ... 18th Dec.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 9th August, 1904.

NOTICES TO CONSIGNEES NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"SIMLA."
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. Macedonia.
From Persian Gulf ex s.s. B. I. S. N.
and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M. To-day, the 21st inst.
Goods not cleared by the 28th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignee, and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 21st October, 1904.

THE H.A.L. Steamship

"SEGOVIA."
Captain Schoenfeldt, having arrived from the
above ports, Consignees of Cargo are hereby
notified to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary is given before To-day,
the 21st inst.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 28th inst. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 28th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 21st October, 1904.

OCEAN STEAMSHIP COMPANY,
LIMITED.

CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"A. AMEMNON,"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 23rd inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M., on the 28th inst.

No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 28th inst., will
be subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
31st inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 21st October, 1904.

WHISKIES.

BUCHANAN'S CELEBRATED
BLENDS OF SCOTCH WHISKY are
Supplied by Royal Warrant of Appointment to
His Majesty King Edward VII. The Prince of
Wales, and also to the House of Lords and
the House of Commons.

Buchanan's Whiskies are recognised through-
out the World as the Best.

Buchanan Blend ... \$12.50
Black and White ... \$16.50
Royal Household ... \$20.50

Try one case and you will never want any other
Whisky.

A. CHAZALON & CO.,
Wine Merchants and General Storekeepers,
6, Queen's Road.

Hongkong, 22nd August, 1904.

RUINART PERE & FILS, REIMS

Established 1719,
CHAMPAGNE GROWERS AND
SHIPPERS.

Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.

Hongkong, 18th May, 1903.

GRIMAULT & Co

Medicinal Skin Soap

Recommended by eminent Der-
matologists and adopted in the
Paris Hospitals in the treatment
of Ringworm, Acne, Psoriasis,
Eczema and Skin diseases ge-
nerally.

8, RUE VIVIERE, 8
Paris

2459-3

INSURANCES

PHENIX FIRE OFFICE.

The Undersigned are now prepared to
GRANT POLICIES OF INSURANCE
against FIRE at Current Rates.
DOUGLAS LAPRAIK & CO.
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887.

NORTHERN ASSURANCE CO

FIRE and LIFE.
ESTABLISHED 1836.

THE Undersigned are prepared to accept
First Class Foreign and Chinese RISKS
against FIRE at Current Rates.

Also to accept proposals for LIFE ASSUR-
ANCE. Prospectuses on application.

TUNER & CO.,
Agents.

Hongkong, 23rd September, 1903.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1903.
£16,895,650.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000.
PAID-UP CAPITAL... 687,500 0 0
II. FIRE FUNDS... 3,056,961 12 8

The Undersigned AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 18th June, 1904.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE undersigned having been appointed
AGENTS for the above are prepared to
accept risks at current rates.

ALEX. ROSS & CO.
Hongkong, 28th April, 1904.

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to accept Risks against FIRE at current
rates.

SIEMSEN & CO.
Hongkong, 1st January, 1904.

AACHEN AND MUNICH FIRE IN- SURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.
Agents.

Hongkong, 21st April, 1897.

MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.
Cable Address, "LWASAKI,"
which applies to all Branch Offices and Hong-
kong and Shanghai Agencies.

A1, ABC 5th Edition, Western Union Codes
used.

All Letters Addressed—
MANAGER, MITSUBISHI CO., (with name of
place under.

BEANCH OFFICES—
NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENTS—
SHANGHAI: H. J. H. TRIPP.
HONGKONG: R. U. JEFFRIES.
MANILA: COMPANIA MARITIMA.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Im-
perial Japanese Navy and Forest, & Navies;
the Imperial Armies; the Imperial Railway;
Sanyo, Kiushu and the other Principal Rail-
ways; Industrial Works; Home and Foreign
Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila, North
China, Korean ports and America.

SOLE PROPRIETORS of Takashima,
Ochi, Shinew, Namazuta and Kami-Yamada
Collieries and also Hojo Colliery, which will be
ready to produce on a large scale the best Buzen
Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa)
and Matsushima Coals.

The Head and Branch Offices and the Agen-
cies of the Company will receive any order for
Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted
to 1,210,000 tons.

New and additional shafts at the Takashima
Colliery have been completed and this well-
known best and most economical steam Coal in
the East is now produced in abundance and
can be supplied in any quantity.

Hongkong, 26th April, 1904.

THE BEST THE OLDEST THE CHEAPEST BELT IN THE WORLD

IS
GANDY'S

"THE GANDY BELT,"
ENGLAND.

SOLE AGENTS:
LUTGENS, EINSTAMANN & CO.,
HONGKONG.

690-1

**KEATING'S
LOZENGES**
EASILY CURE
THE WORST COUGH.
One gives relief. An increasing sale
of over 40 years at a certain test of
their value. Sold in bottles everywhere.

1225

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.
A1, A.B.C., Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAIJIMA).
Extreme Length... 371 feet
Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGI).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.

The COMPANY has SALVAGE
STEAMER, 72 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT
READY AT SHORT NOTICE.

THE NEW FRENCH REMEDY TRADE THERAPION MARK

This successful and highly popular remedy, used in the
Continental Hospitals by Ricord, Rostan, Robert, Velpeau
and others, combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything hitherto
employed.

THERAPION No. 1 is a re-
freshing agent, effectively removing all discharges from
the urinary organs, effectually repelling infections (the use
of which does irreparable harm by laying the foundation of
stricture and other serious diseases. In dysentery, piles,
irritation of the lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.

THERAPION No. 2 purifies the
blood, cures, purifies, spots, blotches, pains and swell-
ings of the joints, secondary syphilis, gout, rheumatism,
and all diseases for which it has been too much a fashion
to employ mercury, sarsaparilla, &c., to the destruction of
sufferers' health and ruin of their blood. This preparation
purifies the whole system through the blood, and thoroughly
eliminates every poisonous matter from the body.

THERAPION No. 3 is a re-
freshing agent, effectively removing all discharges from
the urinary organs, effectually repelling infections (the use
of which does irreparable harm by laying the foundation of
stricture and other serious diseases. In dysentery, piles,
irritation of the lower bowel, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.

THERAPION is sold by the pri-
ncipal Chemists and Merchants throughout the world. Price in England 4/6
per box. In coloring, which is the three numbers in re-
quired, and observe above Trade Mark, which is a fac-
simile of word "THERAPION," as it appears on the British
Government Stamp (in white letters on a red ground)
affixed to every package by order of His Majesty's Hon.
Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & CO., LIMITED
Hongkong, Manila and China.

13

WALTHAM WATCHES

The American Waltham Watch Company, Waltham,
Mass., U. S. A., is the largest watch manufacturing
concern in the world. The buildings have a frontage
of 769 feet, with numerous wings which, if placed end
to end, would extend 2,827 feet, or more than half a
mile. The floor space is about six acres. The daily
product of this factory is 2,700 finished watch movements.

Nearly twelve million Waltham Watches are now
in use.

All Waltham Watches are guaranteed.

1434-1

The Young American Cigars.

The very thing for smokers of discrimination!
A delicate and exquisite flavour, which has
charmed everyone who has smoked them.

Give them a trial.

Sole Importers—HOLLAND-CHINA TRADING CO.

3120-1

Keep it Handy

For an emergency. When accidents happen, or sudden
sickness comes, nothing will bring such prompt relief as
that famous old remedy.

PERRY DAVIS'

Painkiller

It cures CRAMPS, COLIC, CHOLERA, DYSENTERY,
DIARRHOEA; SPRAINS, BITES and STINGS.

